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SOURCE Zeleznice, No 5, 1950.POSTWAR RAILROADS IN YUGOSLAVIA

Radivoje Brkic

The following railroads have been constructed in Yugoslavia during the postwar period: the 88.3-kilometer Brcko-Banovici line; the 235-kilometer Samac-Sarajevo line (This line is connected by a narrow-gauge railroad with Pribisic, with the Zavidovici-Han Pijesak line, and with the Semizovac-Ivancic line.

The Samac-Sarajevo line will be extended to Kardeljevo by means of a standard-gauge track which will be 80 kilometers shorter than the existing narrow-gauge line); the 16-kilometer Brezicani-Ljubija line, which was constructed to connect the Ljubja iron mine with the Sunja-Banja Luka line; the Bihac-Knin line, which connects the Belgrade-Zagreb line with the Adriatic Sea and shortens the Belgrade-Split line by 191 kilometers; the Bosut-Bijeline line, which is connected with the Sid-Sremska Raca line; the Titograd-Niksic line, which connects Montenegro with other parts of the country; the 70-kilometer Kursumlija-Pristina line, which permits direct connection between Nis and Pec. This line will be even more important when the Metohija-Prizren line is completed.

The 74-kilometer Sabac-Zvornik line; the 16-kilometer Kucevo-Brodice line, which is the continuation of the Topcider-Kucevo line (it is part of the projected line to Prahovo, which will connect Eastern Serbia with Belgrade); the Bor-Crni Vrh and the Petrovac-Ladne Vode lines, which form the extension of the future Pozarevac-Bor-Metovnica line; the line through the Pancevacki Rit (Marsh); the 10-kilometer Sezana-Dutovlje line; the reconstructed second track of the standard-gauge, double track Zemun-Novska line; the Poljana-Kreka line; the Tuzla-Kreka line; and the Preserje-Borovnica line.

The following railroads are under construction: the Sarajevo-Kardeljevo line, a continuation of the Samac-Sarajevo line; the 58-kilometer Kumanovo-Ovce Polje line, which will connect with the Belgrade-Skoplje line; the 72-kilometer Skoplje-Gostivar line, later to be extended to Ohrid (the present track has a width of only 0.6 meters); the 30-kilometer Markovac-Despotovac line, to be extended to Ravna Reka and to connect with the Belgrade-Nis line; the Varazogranac-Bor standard-gauge line; The Raska-Novci Paza line; the Zemun-Novci Grad-Kijevo

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line; the 44-kilometer Doboj-Tuzla line, which later will be extended to Banja Luka in one direction and in the other to Valjevo and Belgrade (it will be connected with the Samac-Sarajevo line); the 54-kilometer Luppoglav-Stalijska line in Istria; and the Grubisno Polje-Bastaji line, which will connect Krizevci with the Banova Jaruga-Virovitica line.

The Lasva-Busovaca, the Podlugovi-Vares, and the Gracanica-Janjevo lines will form an integrated system with the newly built Samac-Sarajevo line.

According to the Five-Year Plan, the Rijeka-Srpske Moravice and the Postojna-Ljubljana lines are scheduled to be electrified. These two lines consume 130,000 tons of coal per year, valued at 100 million dinars. With the electrification of these lines, only 50 million dinars' worth of coal would be used.

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